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**TRANSMITTAL  
FORM**  
*(to be used for all correspondence after initial filing)*

Total No. of Pages in this Submission: 13

Application Number	10/519,446	
Filing Date	with an effective filing date of June 26, 2003	
First Named Inventor	Wolfgang REBHLZ	
Group Art Unit	3681	
Examiner Name	Richard M. LORENCE	
Attorney Docket Number	ZAHFRI P706US	

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SEP 13 2006

Fax: (571) 273-8300

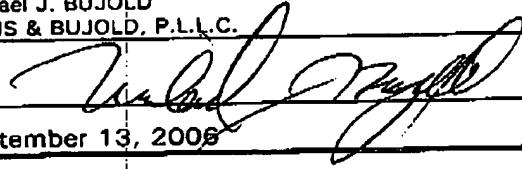
## ENCLOSURES (check all that apply)

<input type="checkbox"/> Fee Transmittal Form <input type="checkbox"/> Fee attached <input checked="" type="checkbox"/> Response <input type="checkbox"/> After Final <input type="checkbox"/> Affidavits/declaration(s) <input type="checkbox"/> Extension of Time Request (in Duplicate) <input type="checkbox"/> Express Abandonment Request <input type="checkbox"/> Information Disclosure Statement <input type="checkbox"/> Certified Copy of Priority Document(s) <input type="checkbox"/> Response to Missing Part/s Incomplete Application <input type="checkbox"/> Response to Missing Parts under 37 CFR 1.52 or 1.53	<input type="checkbox"/> Assignment papers (for an Application) <input type="checkbox"/> Drawing(s) <input type="checkbox"/> Licensing-related Papers <input type="checkbox"/> Petition Routing Slip (PTO/SB/69) and Accompanying Petition (DELETED - no longer useful) <input type="checkbox"/> To Convert a Provisional Petition <input type="checkbox"/> Power of Attorney, Revocation Change of Correspondence Address <input type="checkbox"/> Terminal Disclaimer <input type="checkbox"/> Small Entity Statement <input type="checkbox"/> Request for Refund	<input type="checkbox"/> After Allowance Communication to Group <input type="checkbox"/> Appeal Communication to Board of Appeals and Interferences <input type="checkbox"/> Appeal Communication to Group (Appeal Notice, Brief, Reply Brief) <input type="checkbox"/> Proprietary Information <input type="checkbox"/> Status Letter <input type="checkbox"/> Additional Enclosure(s) (please identify below):
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## REMARKS

## SIGNATURE OF APPLICANT, ATTORNEY, OR AGENT

Firm or Individual Name	Michael J. BUJOLD DAVIS & BUJOLD, P.L.L.C.	Reg. No. 32,018 CUSTOMER NO. 020210
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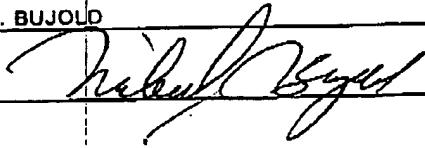
Signature		
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Date	September 13, 2006	
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## CERTIFICATE OF TRANSMISSION

I hereby certify that this correspondence is being facsimile transmitted to the USPTO on September 13, 2006.

Type or printed name	Michael J. BUJOLD
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Signature		Date: September 13, 2006 (fb)
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9/13/06

PATENT APPLICATION SEP 13 2006

## IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of  
Serial no.  
Filed  
For  
  
Group Art Unit  
Examiner  
Docket  
  
The Commissioner for Patents  
U.S. Patent & Trademark Office  
P. O. Box 1450  
Alexandria, VA 22313-1450

Wolfgang REBHLZ  
10/519,446  
with an effective filing date of June 26, 2003  
HYDRAULICALLY ACTUATABLE GEARSHIFT SYSTEM  
COMPRISING A SYNCHRONIZING DEVICE  
3681  
Richard M. LORENCE  
ZAHFRI P706US

**RESPONSE**

Dear Sir:

**[XXX] NO FEES ARE PAYABLE WITH RESPECT TO THIS RESPONSE.**

In response to the official action mailed June 13, 2006, please enter the following before reconsideration of this application.

**In the Specification:**

Please amend paragraph [038] of the specification as follows in which the specification additions are shown by underlining and the specification deletions are shown by strikeout. Please enter the replacement specification paragraphs into the record of this case.

**In the Claims:**

Please enter new claims 22-24 and amend claims 12-21 as follows in which the claim additions are shown by underlining and/or the claim deletions are shown by strikeout or brackets. Please enter the amended claims into the record of this case.

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10/519,446

SEP 13 2006

[038] The embodiment can be preferably used when greater torque is required to adjust the speed differential between the idler wheel 2 and the shaft 1. This is accomplished in that an additional brake plate 13 is provided in the axial direction between the hub element 7 and the disk element 5. This results in additional friction surfaces, thus being able to apply a greater brake torque onto the idler wheel 2 to be shifted. Preferably, the brake plate 13 has exterior inwardly facing splines, which engage with the same splines[[;]] that the splines of the sliding sleeve 6 mesh with. Beneficially, this way the usable synchronizing torque doubles as well.